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APPLICATION FOR  
EU/EDF-FUNDED SERVICE CONTRACT

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Contract notice: <https://achizitii.md/en/public/tender/21044232/>

**Develop the Sustainable Urban Mobility Plan for the municipality of Chisinau**  
**Commercial procurement No. 21044232**

One lot only

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**1 SUBMITTED by HaskoningDHV Nederland B.V. (Royal HaskoningDHV)**

	<b>Names of legal entity or entities making this application</b>	<b>Nationality</b>
<b>Leader (Contractor)</b>	<b>Royal HaskoningDHV</b>	<b>The Netherlands</b>
<b>Member 1 (Subcontractor)</b>	<b>JSC "Gaučė ir Ko"</b>	<b>Lithuania</b>

Should this Expression of Interest lead to a proposal and an assignment for this tender, the contractor and subcontractor intend to collaborate with the Technical University of Moldova and the Department of Transport in particular.

## 2 CONTACT PERSON

<b>Name</b>	Ziad Al Mahmoud
<b>Organisation</b>	Royal HaskoningDHV
<b>Address</b>	Laan 1914 no.35
<b>Telephone</b>	3818 EX AMERSFOORT
<b>Fax</b>	+31 6 1555 9896
<b>e-mail</b>	<a href="mailto:Ziad.al.mahmoud@rhdhv.com">Ziad.al.mahmoud@rhdhv.com</a>

### 3 ECONOMIC AND FINANCIAL CAPACITY

<b>Financial data</b> Data requested in this table must be consistent with the selection criteria set in the Additional information about the contract notice	<b>2018 EUR</b>	<b>2019 EUR</b>	<b>2020 EUR</b>	<b>Average EUR</b>	<b>2021 EUR</b>
Annual turnover, excluding this contract	598525193	649831666	593994517	614117125	620148710
Current assets	246530120	268466309	275712360	263569596	283623472
Current liabilities	123359889	128814071	128697854	126957271	137886747
[Current ratio (current assets/current liabilities)]	2.0	2.1	2.1	2.1	2.1

#### 4 STAFF

Annual manpower	2019		2020		2021		Period average	
	Overall	Relevant fields	Overall	Relevant fields	Overall	Relevant fields	Overall	Relevant fields
Permanent staff	5362	1110	5105	1091	5187	1118	5218	1106
Other staff	607	132	559	108	477	82	548	107
Total	5969	1242	5664	1199	5664	1200	5766	1214
Permanent staff as a proportion of total staff (%)	90%	89%	90%	91%	92%	93%	91%	91%

To emphasize that we are working as one integrated team, we have included a project manager from Royal HaskoningDHV and the deputy project manager from JSC “Gaučė ir Ko”.

Hans Klaren is an experienced transport planner, traffic engineer and project manager with more than 20 years in National Dutch and International projects. He has contributed to / led numerous complex projects in the field of sustainable mobility, public transport, traffic management, traffic demand and modelling studies and road safety.

Kristina combines both academic and technical experience, has wealth of experience in relevant projects and in particular sustainable mobility projects in European countries.

#### **Project manager Royal HaskoningDHV**

<b>Position Title</b>	Project Manager
<b>Name:</b>	<i>Hans Klaren</i>
<b>Date of Birth:</b>	<i>28-06-1975</i>

<b>Country of Citizenship/Residence</b>	The Netherlands
<b>Education:</b>	Northern College Leeuwarden (University of Applied Sciences), BSc. in Traffic Engineering (diploma February 1998)
<b>Language Skills</b>	<i>English, German, Dutch</i>
<b>Membership in Professional Associations and Publications:</b>	--

#### Employment record relevant to the assignment

Period	Employing organization and your title/position. Contact information for references	Country	Summary of activities performed relevant to the Assignment
May 2017 – Oct 2020	Ministry of Housing and Urban Planning (before SCP) Sultanate of Oman Contact: Dr. Hilal Bin Ali Al Qamshoey - Project Director T: (+968) 24698900 <a href="mailto:hqamshoey@scp.gov.om">hqamshoey@scp.gov.om</a> General Phone number: +968 24695169 /+968 24697097 Positions: Project Leader:	Oman	<b>National Transport Survey and Oman National Transport Model</b> SCP has instigated a multi-phase project that seeks to develop a comprehensive understanding of the country's current development status and from this strong knowledge base, to prepare a multi-faceted national strategy capable of guiding the country's economic and spatial future: the Oman National Spatial Strategy. Hans established a preferred and consistent approach and methodology for undertaking all National Transport Surveys field surveying, data collection and collation in the governorates Dhofar and Al Wusta (over 500,000 residents). The data collected during the NTS survey programme will be used to generate a reliable and up to date inventory of national transport data and to build the new national transport model, in which the development scenarios of Royal HaskoningDHV will be tested under supervision of Hans.

	<p>Transport Lead for National Traffic Surveys</p> <p>Transport Lead for National Transport Model</p> <p>Advisor: Traffic and Transport Advisor for Oman National Spatial Strategy"</p>		
Sep 2019 – Jun 2021	<p>Transport General Authority, Kingdom of Saudi Arabia</p> <p>Contact: Essa Aldughaiesh</p> <p>Email: <a href="mailto:edughaiesh@tga.gov.sa">edughaiesh@tga.gov.sa</a></p> <p>Position: Project Manager and Traffic &amp; Transportation Lead</p>	Saudi Arabia	<p><b>Public Transport System Al Jouf</b></p> <p>The city of Sakakah and main provinces in the region witness an accelerating in the process of urban development including transportation being one of its outstanding issues. Continuous population growth and diversity of activities inside all parts of the cities lead extensively to the increase in transportation services requirement.</p> <p>The resolutions of the council of ministers stated that arrangements that encourage the usage of public transport services and networks whenever available based on the initiatives of the National Transformation Program. A Public Transport System was developed starting from the initial transport demand and traffic surveys, including multimodal modelling and leading to the tender documents for this urban area of over 500,000 people.</p>
Sep 2019 – Mar 2020	<p>Saudi Authority for Industrial Cities and Technology zones</p> <p>Contact: Nahar al-Qurashi - Project Manager</p> <p>Email: <a href="mailto:nqurashi@modon.gov.sa">nqurashi@modon.gov.sa</a></p> <p>Position: Project Manager</p>	Saudi Arabia	<p><b>Qurayat Logistics City</b></p> <p>MODON is the regulator of all industrial cities and technology zones within the Kingdom. As the project manager, Hans is the spider in the web developing the detailed master plan and design for a 2 sq km logistics city in Qurayat. The overall master plan covers the entire area of 20 sq km to be studied.</p> <p>The designs for the Industrial City are prepared in a proficient manner and to be delivered within the constrained timescales and allocated budgets. The designs are to provide the infrastructure to facilitate the development of Industrial City within MODON's requirements and with regular design coordination and integration.</p>

<p>Jun 2016 – Jul 2017</p>	<p>King Abdullah Port - PDC</p> <p>Contact: Imtiaz Hussain Shah</p> <p>Email: <a href="mailto:Simtiaz@portsdevco.com">Simtiaz@portsdevco.com</a></p> <p>Position: Project Manager Traffic Impact Assessment</p>	<p>Saudi Arabia</p>	<p><b>King Abdullah Port, King Abdullah Economic City</b></p> <p>King Abdullah Port has taken its responsibility to conduct a Traffic Impact Assessment for the King Abdullah Port. Royal HaskoningDHV was appointed to execute this Traffic Assessment. Hans managed the project which assessed the adequacy of the existing and future transportation system and accommodates the additional traffic generated by the proposed developments in a sustainable and responsible manner.</p> <p>The Client and Stakeholders appreciated the very efficient and professional manner the study and the report were delivered.</p>
<p>Feb 2014 – Jul 2016</p>	<p>Jeddah Municipality, Kingdom of Saudi Arabia</p> <p>Contact: Aasif Variava</p> <p>Email: <a href="mailto:Aasif.Variava@hyderconsulting.com">Aasif.Variava@hyderconsulting.com</a></p> <p>Positions:</p> <p>Senior Traffic Engineer and Transport Planner</p> <p>Project Manager</p>	<p>Saudi Arabia</p>	<p><b>King Abdul Aziz Square and King Abdullah Road, Tahliya Street and Tahliya Intersections</b></p> <p>For the Jeddah Municipality in 2014 Hans was the team leader and senior traffic engineer for three projects; King Abdul Aziz Square and King Abdullah Road, Tahliya Street and Tahliya Intersections. He was responsible for the whole range of traffic related issues, from the traffic surveys to traffic modelling to the ITS. In these projects Hans showed his all-round multi disciplinary skills connecting from the traffic point of view to the other disciplines of design, construction and infrastructure.</p>
<p>Jun 2015 – Jul 2016</p>	<p>Dallah Health Riyadh</p> <p>Contact: <a href="mailto:Wesam.Maanee@Takamul-pm.com">Wesam.Maanee@Takamul-pm.com</a></p> <p>Email: <a href="mailto:Wesam.Maanee@Takamul-pm.com">Wesam.Maanee@Takamul-pm.com</a></p>	<p>Saudi Arabia</p>	<p><b>Traffic Impact Study Dallah Health Riyadh</b></p> <p>Dallah Health was set for multiple extensions of their existing hospital. Therefore Municipality and ADA approval was needed for the Traffic Impact Study, executed by the team that was led by Hans. In addition to the Traffic Impact Study, the project also included the preparation of the Detailed Design, Bill of Quantities, Costs and Tender Documents.</p> <p>Next to the substantive traffic engineering, Hans successfully coordinated with the Client, the Client's representative, the Hospital Architect, Arriyahd Municipality and Arriyahd Development Authority in order to obtain the needed approvals.</p>

	<p>Positions:</p> <p>Project Manager Traffic Impact Study</p> <p>Senior Traffic Engineer and Transport Planner</p>		
Apr 2015 – Dec 2015	<p>Riyadh Development Authority – Riyadh (Saudi-Arabia)</p> <p>Client: Abdullah Al-Motawa</p> <p>Email: <a href="mailto:motawaa@arriyadh.net">motawaa@arriyadh.net</a></p> <p>Position: Project manager and Advisor Traffic &amp; Transportation</p>	Saudi Arabia	<p><b>Traffic Signal Control System for Bus Project Riyadh</b></p> <ul style="list-style-type: none"> <li>■Project manager and Advisor Traffic &amp; Transportation for Riyadh Bus Project, Traffic Signal Control System Phase 2 &amp; 3- Riyadh</li> <li>■Traffic Management Relieving Measures: solution development and design for 30 major traffic bottlenecks in Riyadh City.</li> <li>■Arriyadh Traffic Safety Strategy Review and Update: formulation of new safety targets and related actions plans for Riyadh.</li> </ul>
Nov 2013 – Aug 2014	<p>BAM Infraconsult / CEI de Meyer Belgium</p> <p>Contact: Henk Groen</p> <p>Email: <a href="mailto:h.groen@bam.nl">h.groen@bam.nl</a></p> <p>Position: Project Leader Traffic Management</p>	Belgium	<p><b>Tender Brabo2 Antwerp</b></p> <p>The Dutch based international constructor BAM hired Hans as a traffic manager for the Brabo2 tender of the city of Antwerp (Belgium), in order to realize a winning traffic management strategy for their bid. Therefore the design and phasing of the construction were aligned with the traffic principles and wishes of the different stakeholders to keep an optimal accessibility of the Centre of Antwerp for all modalities.</p>
Aug 2015 – Dec 2016	<p>Jeddah Islamic Port Masterplan</p> <p>Client: Ian Chadney</p> <p>Email: <a href="mailto:ian.chadney@rhdhv.com">ian.chadney@rhdhv.com</a></p>	Saudi Arabia	<p><b>Jeddah Islamic Port Masterplan</b></p> <p>Hans provided the traffic engineering service guiding his team to develop the traffic and transportation knowledge on port road infrastructure including the land side port and rail. All of these works were also modelled in a dynamic traffic model.</p>



	Position: Project Leader and Advisor Traffic & Transportation		
Jun 2012 – Dec 2013	<p>Ministry of Infrastructure</p> <p>Department of Public Works &amp; Water management</p> <p>Contact: Sieds Hoitinga</p> <p>Email: <a href="mailto:s.hoitinga@fryslan.nl">s.hoitinga@fryslan.nl</a></p> <p>Position: Traffic manager Vrij Baan Leeuwarden</p>	The Netherlands	<p><b>Traffic management City of Leeuwarden</b></p> <p>In 2012 and 2013 Hans was the Traffic manager tuning the road network performance of the City of Leeuwarden where in a span of 10 years 42 big infrastructure projects are in progress. In order to keep the City of Leeuwarden accessible specific alignment between the projects is indispensable. Special focus in this job was the communication with all concerned road authorities and their unique conditions and the contractors with their principles.</p>
Feb 2010 – Oct 2021 (ongoing)	<p>Ministry of Infrastructure</p> <p>Department of Public Works &amp; Water management</p> <p>Contact: Marianne Jongen</p> <p>Email: <a href="mailto:Marianne.Jongen@rws.nl">Marianne.Jongen@rws.nl</a></p> <p>Positions: Traffic manager</p> <p>Senior Advisor Traffic</p> <p>Project Manager Mobility Approach</p> <p>Senior Advisor Traffic Management</p> <p>Proces Manager"</p>	The Netherlands	<p><b>Traffic Management for Ministry of Infrastructure works</b></p> <p>For Dutch Ministry of Infrastructure, Hans Klaren is project manager for a number of projects with the objective to minimize the traffic hindrance during construction. One of these projects is the Renovation of 8 Steel Bridges in major highways in the Netherlands, where Hans was the project manager for the traffic related issues during these infrastructural projects.</p> <p>Based on his success with control scenarios in several projects, the Public Works &amp; Water Management department extended the deployment of Hans from two sub-areas to their whole Northeast region of the Netherlands:</p> <ul style="list-style-type: none"> <li>■ Traffic Manager Renovation 8 Steel Bridges</li> <li>■ Senior Advisor Traffic Ewijk- and Kreekrakbridge</li> <li>■ Project Manager Mobility Approach northeast Netherlands for 4 regions</li> <li>■ Process Manager areal targeted use Westervoortsebrug</li> </ul>

**Deputy Project Manager JSC “Gaučė ir Ko”.**

<b>Position Title</b>	Project Manager
<b>Name:</b>	Dr. Kristina Gaučė
<b>Date of Birth:</b>	28-06-1980
<b>Country of Citizenship/Residence</b>	Lithuania
<b>Education:</b>	<ul style="list-style-type: none"> <li>• Vilnius Gediminas Technical University, Doctoral degree (dissertation title „Interaction between virtual and physical inhabitant’s mobility and research of its influence on urban planning“), 2009</li> <li>• Vilnius Gediminas Technical University, Master degree (Urban Transport Systems), 2004</li> <li>• Vilnius Gediminas Technical University, Bachelor degree (Urban Engineering and Planning), 2002</li> </ul>
<b>Language Skills</b>	<ul style="list-style-type: none"> <li>• Lithuanian (mother tong)</li> <li>• English</li> <li>• Russian</li> </ul>
<b>Membership in Professional Associations and Publications:</b>	<ul style="list-style-type: none"> <li>• EPOMM (European mobility management platform – www.epomm.eu) National Focal Point for Lithuania</li> <li>• IPC (international programme committee) member of ECOMM (European conference on Mobility Management)</li> <li>• SUMP (Sustainable urban mobility plans) ambassador (CIVITAS initiative)</li> <li>• Social adviser on urban transport policy to LR Ministry of Transport and Communication</li> </ul>

**Employment record relevant to the assignment:** {Starting with present position, list in reverse order. Please provide dates, name of employing organization, titles of positions held, types of activities performed and location of the assignment, and contact information of previous clients and employing organization(s) who can be contacted for references. Past employment that is not relevant to the assignment does not need to be included.}

<b>Period</b>	<b>Employing organization and your title/position. Contact information for references</b>	<b>Country</b>	<b>Summary of activities performed relevant to the Assignment</b>
2017 October - present	JSC “Gaučė ir Ko”, Founder, Director	Lithuania, European Union countries	a) Management of the company’s team and projects b) Providing sustainable transport system planning, mobility and urban management expertise c) Consultations to local stakeholders and international partners – methodological assistance, strategical, implementation advices d) Key expert, methodological leader in regional/local transport/traffic plans and urban development projects.

		<p><b>Recent projects (relevant to assignment):</b></p> <ul style="list-style-type: none"> <li>• <b>Guidelines, policy making, transport strategies:</b> <ol style="list-style-type: none"> <li>1. Team leader, Mobility expert - Development a study and analysis of COVID-19 prevention international best practices in public transport, for "MOVE IT like Lublin - A Chisinau public sustainable development initiative" Client, (2021 City Hall of Chisinau Municipality).</li> <li>2. Short-term expert, urban mobility policy maker - Elaboration of recommendations related to Traffic Impact Assessments in Tbilisi (2021 Service receiver: GIZ, client: ITP).</li> <li>3. Local partner - EUKI_European Climate Initiative ("EUKI"), Beyond best-practices: Closing the gaps in the passenger transport policy framework (2020-2023, GIZ).</li> <li>4. Mobility expert - „CAMPAIGNers“ - Citizens Acting on Mitigation Pathways through Active Implementation of a Goal-setting Network (2021-2024, Vilnius city municipality under Horizon 2020 programme.</li> <li>5. Expert - Mobility impact assesment - methodology and expertise for Vilnius, (2020-2021, Municipal enterprise "Vilniaus planas")</li> <li>6. International consultant - Strategic vision and Roadmap for further expansion of the dedicated bus lanes network in Chisinau (UNDP, 2020).</li> <li>7. International consultant - "Belarus: Supporting Green Urban Development in Small and Medium-Sized Cities in Belarus" (UNDP, 2018-2019).</li> </ol> </li> <li>• <b>Urban development/transport projects:</b> <ol style="list-style-type: none"> <li>1. Project coordinator and transport expert _ Comprehensive Plan of the Territory of the Republic of Lithuania 2050. Development of National mobility/transportation spatial concept until 2050, closely connected with urban development concept and land use strategy (LR ministry of Environment, 2017-2020).</li> <li>2. Lead expert in numerous regional/local urban development plans with traffic impact assessment parts (Biržai district (2019-2020), Vilkaviškis town (2019-present), Lazdijai district (2019 – present), Šiauliai district (2019 – present), Vilonas village (2019 – present), Kaunas district (2020 – present), Plunge town (2021 – present) and</li> </ol> </li> </ul>
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			<p>numerous detailed plans for city quarters, new developments etc., contracted by regional/local municipalities.</p> <ul style="list-style-type: none"> <li>• <b>Sustainable mobility/transport projects:</b> <ol style="list-style-type: none"> <li>1. INTERREG Baltic Sea Region Programme 2014-2020. Cities.multimodal (CMM) project (2018-2021). Expert.</li> <li>2. INTERREG Europe project „InnovaSUMP“ (2018-2021). Expert.</li> <li>3. INTERREG Europe project “CYCLEwalk” (2018 – 2019). Expert.</li> <li>4. Humanizing public environment in the central part of the Vilnius city (based on the Old Town example) through traffic rationalization. Concept (2019-2021). Team Leader, transport expert.</li> <li>5. SUMPs-Up SLP5 “Tools and services for SUMP measure implementation, financing and procurement”.</li> </ol> </li> <li>• <b>International and national conferences:</b> presentations, moderation in numerous events (annual ECOMM, SUMP, CIVITAS conferences, national forums on urban policy, climate change, sustainability and etc.), related to transport management and urban planning.</li> </ul>
2016 July – 2018 March	<p>ME “Vilniaus planas”, <b>Vilnius sustainable urban mobility plan 2030</b> coordinator</p> <p>Contact for references: Simonas Pūzonas, <a href="mailto:simonas.puzonas@vplanas.lt">simonas.puzonas@vplanas.lt</a></p>	Lithuania	<p>Coordination and management of Vilnius SUMP team. Providing sustainable transport system planning and urban infrastructure design, mobility management expertise, lead author of Vilnius sustainable urban mobility and traffic impact reduction strategy.</p>
2005 – 2016	<p>JSC “Statybos strategija” (changed name to JSC “TAEM Urbanistai” at 2013), Project manager (2005-2009), Head of territorial planning department (2009-2012), Director (2013-2016),</p> <p>Contact for references: Donatas Misiūnas,</p>	Lithuania, European Union	<ul style="list-style-type: none"> <li>• Responsibility for sustainable urban and rural planning, participation in international, national and local projects</li> <li>• Management of the team of 20+ staff covering a range of different planning skills</li> <li>• Participant, coordinator, co-author and representative (in Lithuania) of many international projects: EVIDENCE (Economic benefits of sustainable transport), 2014-2017; ENDURANCE (European SUMP Network), 2013-2016; Eltis PLUS, trainee and national representative of Guidelines on Developing and Implementing a Sustainable Urban Mobility plan, 2011-2012; URBACT. Driving change for better cities, 2013</li> <li>• EPOMM – PLUS (partners learning sustainable urban development), 2009-2012</li> <li>• Head of numerous projects in Lithuania:</li> </ul>

	<a href="mailto:misiunas.donatas@gmail.com">misiunas.donatas@gmail.com</a>		<ul style="list-style-type: none"> <li>- Regional and local master plans, including traffic management solutions (for districts of Kaunas, Ukmergė, Kupiškis, Šakiai, Šilalė, Šilutė and small-medium size towns Šilalė, Urmergė, Šakiai etc.)</li> <li>- Special plans for transport, mainly oriented on strengthening sustainable mobility modes and parking policy (for territories in Vilnius, Kaunas district, Anykščiai, Jonava, Varėna, Šiauliai, Švenčionys district, Tauragė, Šilalė district, Elektrėnai, Panevėžys, Alytus district, Zarasai)</li> </ul>
2003 – 2018	<p>Vilnius Gediminas Technical University, Senior Lecturer, Associate Professor in Department of Urban Engineering</p> <p>Contact for references: Prof. Dr. Marija Burinskienė, <a href="mailto:marija.burinskiene@vilniustech.lt">marija.burinskiene@vilniustech.lt</a></p>	Lithuania, European Union	Academical and research work in sustainable urban mobility field, more than 10 publications and co-author of teaching book; participation in various international projects.

## 5 AREAS OF SPECIALISATION

	Royal HaskoningDHV	JSC “Gaučė ir Ko”
1. Proven track record of developing Sustainable Urban Transportation Plans on regional and city levels	✓	✓
2. Public Transport Strategy, Network and operational planning (Metro, LRT, BRT etc)	✓	✓
3. Non motorized transport (Cycling and Walking)	✓	✓
4. Transport planning, urban parking planning and management, demand forecast and modelling and traffic management	✓	✓
5. Stakeholder management	✓	✓
6. Master Planning and Smart City Planning	✓	✓
7. Capacity building and knowledge transfer	✓	✓
8. Transport policy and regulatory reform	✓	✓
9. Travel behavioural change	✓	✓
10. Economic Studies, business case, contract management and procurement	✓	

## 6 EXPERIENCE

The tables below present the experience and expertise of the partnership in different transportation sectors, as indicated in section 5.

Ref no 1	Project title		Program Management City Logistics Amsterdam					
Name of legal entity	Country	Overall contract value (EUR)	Proportion carried out by legal entity (%)	No of staff provided	Name of client	Origin of funding	Dates (start/end)	Name of consortium members, if any
Royal HaskoningDHV	The Netherlands	420,000	100%	3	Municipality of Amsterdam	Public	Sept 2018-July 2021	NA
Detailed description of project					Type and scope of services provided			
<p>City logistics are an important traffic stream in Amsterdam (15% of all traffic). Logistics are the blood circulation of the city, but the impact on livability is high. Trucks and vans cause nuisance while loading and unloading, have high emissions, are too heavy for the vulnerable infrastructure in the city and form a threat to (perceived) road safety. Amsterdam is growing, e-commerce is booming, and the city faces maintenance of the bridges and canal sides that will take decades to carry out.</p> <p>So it is very important that the city has a <b>sustainable</b> and robust system for the distribution of goods, building materials etc. In its ambition to stay a <b>livable</b> city, Amsterdam is taking a series of measures regarding <b>emissions</b>, <b>weight</b> and <b>road safety</b> that have big consequences for the parties that supply the city and remove its garbage.</p> <p>Starting in 2018, RHDHV has been responsible for the reform of the transport sector by developing and implementing a program for city logistics. The main aim of this program was to create a balance between livability and the distribution system of the city. The main activities of program management were to improve the connection between the city and the logistics sector, to connect all those involved from the different municipal services, to make sure that local problems were solved, to develop logistical standards for city development and to inspire and implement pilots to find new solutions for logistical challenges (for example by using a multimodal approach to bring</p>					<ul style="list-style-type: none"> <li>• Program management</li> <li>• <b>Reform of the transport sector</b> by developing strategy and objectives focusing on freight transport but as an integrated plan in the overall city urban <b>sustainable strategy</b></li> <li>• Stakeholder management and consultation</li> <li>• Develop logistics standards</li> <li>• Implementation plan</li> <li>• Monitoring and evaluation of measures</li> </ul>			

goods into the city center with cargoboats instead of trucks). One of the main results was the launch of a public-private platform for collaboration: logistiek020.nl.

**Criterion 20.3.2**

Ref no 2	Project title							
	Transportation Services Framework for the Port of Rotterdam, Netherlands							
Name of legal entity	Country	Overall contract value (EUR)	Proportion carried out by legal entity (%) <sup>1</sup>	No of staff provided	Name of client	Origin of funding	Dates (start/end)	Name of consortium members, if any
Royal HaskoningDHV	The Netherlands	1,350,000 (last 3 years 530k)	100%	8	Port of Rotterdam	Semi Public	10/2012-07/2023	NA
Detailed description of project						Type and scope of services provided		
<p>Rotterdam Port is the largest port in the Netherlands and among the largest ports in Europe. It lies in the west part of the Netherlands, which is part of the Randstad metropolitan area (Amsterdam, Rotterdam, The Hague and Utrecht). Despite the availability of comprehensive public transport system, the possibility to work from home and flexible working hours, there is still high demand on the road network and mainly freight transport in the vicinity of the Port area. This is causing <b>congestion</b> with all accompanied negative impacts to the economic activities (delays) and the environment as higher (emissions).</p> <p>The Rotterdam's Port authority realizes that <b>accessible and safe</b> transport network for the port area is one of the important factors to maintain an attractive and competitive position for the Port of Rotterdam.</p> <p>RHDHV was assigned by the port authority to conduct an <b>integrated transport study</b> from problem definition to providing effective solutions <b>to increase the efficiency of the road network, reduce emissions and enhance traffic safety of the transportation network of the port area and to monitor and assess developed measures.</b></p> <p><b>Criterion 20.3.1</b></p>						<p>Main relevant carried out tasks: Framework agreement to provide consultancy and engineering services for the Port area, including the following:</p> <ul style="list-style-type: none"> <li>• <b>Strategic document to develop a sustainable urban mobility plan for the port area and direct impacted area</b></li> <li>• <b>Traffic survey and monitoring</b></li> <li>• <b>Data Processing, Analysis, and Calibration</b></li> <li>• <b>Stakeholders and citizens involvement</b></li> <li>• <b>Assessment of current and future condition / performance (traffic conditions, parking facilities, truck movements, location of major distribution centers, emissions and accidents)</b></li> <li>• Development, implementation and evaluation of traffic management and infrastructure measures for the transport network</li> <li>• Demand forecast and development of a dynamic traffic model to assess and evaluate the performance of proposed measures</li> <li>• Software development for the in trucks tracking</li> </ul>		



system to enhance the origin – destination estimations

- **Project implementation plan, procurement, monitoring and evaluation**

Ref no 3	Project title							
	SmartwayZ.NL: Smart Solutions for today's trip and tomorrow's World							
Name of legal entity	Country	Overall contract value (EUR) <sup>2</sup>	Proportion carried out by legal entity (%)	No of staff provided	Name of client	Origin of funding	Dates (start/end) <sup>3</sup>	Name of consortium members, if any
Royal HaskoningDHV	The Netherlands	5,900,000 (Last 3 years: 2.3million)	100%	11	The Province of Noord-Brabant (SmartwayZ.NL)	Public	01/2018-12/2023	NA
Detailed description of project						Type and scope of services provided		
<p>SmartwayZ.NL is a unique innovative mobility program in the south of the Netherlands. The aim of the program is to improve accessibility and encourage innovation. More than 150 partners are collaborating on the program, including the Ministry of Infrastructure and Water Management, Rijkswaterstaat, the provincial governments of Noord-Brabant and Limburg, various municipalities, companies and knowledge institutions. Together we are working to create the smartest mobility system in the Netherlands.</p> <p>Main pillars of the way of working of the program area: Sustainable, Adaptive, Learning by doing and working Together.</p> <p>Royal HaskoningDHV is responsible for the Smart Logistics part of this integrated program. Smart Logistics helps to integrate and scale up smart applications in logistics practice. The focus of these applications is on efficient cargo transport, avoiding peak times on the road, <b>reducing travel time and enhancing reliability of travel time prediction, reducing emissions and congestions and enhancing road safety.</b></p> <p>Exchanging data between the road manager and the logistics service provider is often the basis to achieve the above. With this we ensure that the province will have <b>a mobility system in which carriers can drive more efficiently, more economically and safely while reducing negative impact of emissions on the environment.</b></p> <p><b>Criterion 20.3.1</b></p>						<p>Our main tasks besides the technical delivery are project management, create support among stakeholders (both public and private/logistic domain) and knowledge exchange. Further, the following technical activities have been carried out and completed:</p> <ul style="list-style-type: none"> <li>• <b>Development of ITS vision and priority interventions</b></li> <li>• <b>Stakeholders and citizen involvement</b></li> <li>• <b>Asses of current and future conditions using various simulation studies</b></li> <li>• research and implementation of tire pressure meter for truck traffic.</li> <li>• in-truck solution from BSM;</li> <li>• <b>implementation of intelligent traffic lights with freight traffic priority on the N279;</b></li> <li>• <b>Proof of concept for technical testing to inform truck driver on unsafe road locations through in truck messaging;</b></li> <li>• <b>Monitoring and evaluation</b> through the development of two dashboards to provide insights in freight traffic.</li> </ul>		

	<p>The first is a regional dashboard to provide information regarding freight traffic to both fleet owners and road authorities on a regional roads and road section level. The second is to provide insight to fleet owners into driver behavior and its impacts on road safety using indicators such as hard braking and cornering and reduced road surfaces, enabling drivers to be warning of unsafe situations and for planners to identify unsafe / black spots locations.</p> <p>Complexities and challenged encountered: Data sharing is a complex and business sensitive topic. Creating a profitable business case is the key for a successful smart application. Profitable for road authority, logistic partner and service provider.</p>
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Ref no 4	Project title		Regional Spatial Strategies for Dhofar and Al Wusta Governorates, Oman					
Name of legal entity	Country	Overall contract value (EUR)	Proportion carried out by legal entity (%)	No of staff provided	Name of client	Origin of funding	Dates (start/end)	Name of consortium members, if any
Royal HaskoningDHV	Oman	5,200,000  (transport scope last 3 years 600k, overall budget spent last 3 years 3 million)	100%	16	Supreme Council for Planning, Oman	Public	04/2017-10/2020	NA
Detailed description of project						Type and scope of services provided		
The Regional Spatial Strategies (RSS) is a landmark project initiated by the Supreme Council for Planning (SCP). The purpose of the RSS is to reform the country different sectors, by less dependency on oil, ensure <b>sustainable</b> and <b>balanced</b> development in all respects - society, economy, <b>transport</b> , <b>environment</b> , culture, and <b>governance</b> - through optimum use of <b>human</b>						The Dhofar's and Al Wusta's transportation system is developed starting with the identification of the strategic goals and high-level objectives. This resulted in a Transportation Strategy for Dhofar and Al Wusta fully integrated as part of the country Sustainable National Transport strategy. The		

and natural resources. The strategy will focus on sustainable -driven **integrated** master planning (urban, transport, infrastructure etc) and cooperation across boundaries between the different ministries, stakeholders and citizen representatives to diversify the Omani economy to create jobs and ensure a **sustainable** future for Oman.

The following strategic goal guides the reform of the Transportation Sector: to promote an **integrated, sustainable, efficient** and **safe** transportation network and develop **appropriate modes of transportation that aims to further increase Dhofar's and Al Wusta's quality of live and competitiveness.**

**Criterion 20.3.1 & 2**

developed policies, measures and projects aims at making a step-change from largely car-based dominant systems to a multimodal sustainable system. Main project activities are the following:

- **Sustainable and integrated** regional urban transport plan setting up the goals and objectives, as part of **the overall integrated master plan**
- Large scale data collection and analyses
- **Intensive stakeholders management and involvements of various parts of the society**
- **Plans are for current situation, 3 alternatives for 2030 and 3 alternatives for 2040**
- **Assessment of current and future performance**
- Emphasis of each alternative / scenario is on developing **sustainable transport system** fully integrated within the overall master plan and providing measurable contribution into achieving **sustainable growth. The plans have developed an integrated sustainable urban mobility plan by introducing new public transport systems (such as LRT and BRT), extensive network of active transport (cycling and walking), encouraging care sharing and electrical vehicles, solving major bottlenecks to reduce delays and emissions, and introducing measures to enhance road safety**
- Developing the regional transport model as part of the national transport model to be used as a tool to develop and assess the alternatives
- MCA to assess the alternatives and select the preferred ones for 2030 and 2040
- **Training and knowledge transfer**
- **Monitoring and implementation program**

The introduction of a **public transport system** in Dhofar and Al Wusta will be a major game-changer in the coming decades. The public transport system is envisaged to be centred around a circular **Bus Rapid Transit (BRT)** system connecting all major destinations in the central city of Salalah with its suburbs in the east and west and with the airport. Further geographic coverage of Greater Salalah and the wider region will be

ensured by a number of additional bus lines that connect to this BRT loop.

An important aspect of the success of a public transport system is a feeder network to reach stations and bus stops. Stations and bus stops should offer well-designed public spaces where **walking and cycling will enhance the usage of the PT system**. Ultimately a wider network of walking trails and cycling paths will be implemented to connect different neighborhoods in the city.

The RSS is more than just a land allocation instrument – it is rather a decision support tool that drives high-level decision-making to be more integrated, sustainable, rigorous, collaborative, and transparent. Therefore, the RSS will not only focus on the content of plans and policies but more so on **land use planning, policy making and the sustainable development control system**.

Ref no 5	Project title		Development of an Integrated Public Transport Systems in Skakah and Main Cities in Al-Jouf Region					
Name of legal entity	Country	Overall contract value (EUR)	Proportion carried out by legal entity (%)	No of staff provided	Name of client	Origin of funding	Dates (start/end)	Name of consortium members, if any
Royal HaskoningDHV	Saudi Arabia	700,000	100%	7	Transport General Authority - KSA	Public	08/2019-05/2020	NA
Detailed description of project						Type and scope of services provided <sup>4</sup>		
<p>Currently private vehicles are considered the main transport mode inside Sakakah city and main cities in the region for all types of trips, in addition to that the expansion of Saudi cities, their vertical growth accompanied by poor development in transport systems invited difficulty to develop economically efficient public transport services. These factors assure the necessity to reform the transport sector and develop future strategies for Sakakah in-city public transport services.</p> <p><b>The Project objectives is to develop, regulate and upgrade an integrated public transport services</b> in the region through cooperating and integration with other transport services and urban environment. The system aims at <b>reducing user's dependency on private cars and provide alternatives for users, reduce congestions and emissions</b> and generate jobs for local community.</p> <p><b>Criterion 20.3.1 &amp; 2</b></p>						<p>Main relevant carried out tasks:</p> <ul style="list-style-type: none"> <li>• Developing a <b>strategic sustainable public transportation plan</b> for all public transport services and integrating it with the overall strategic transportation plan</li> <li>• Assessing <b>current performance of the public transport services inside Sakakah and Main cities at Al Jouf Region</b></li> <li>• Intensive stakeholders management, <b>public workshops, promotion materials including logo, promotion of project</b> to stakeholders and end users</li> <li>• Establishing the supply-demand public transport network model and demand forecast</li> <li>• Proposing <b>short term and long-term</b> sustainable solutions to implement <b>public transport strategy</b> to serve the inhabitants of Sakakah and main cities at Al Jouf Region and others throughout the year.</li> <li>• Developing <b>operational plans, procurement strategy</b> and contract of operations for the proposed system and its various modes.</li> <li>• <b>Developing monitoring and evaluation</b> systems</li> <li>• Training and knowledge transfer to client and major stakeholders</li> </ul> <p>The main outcomes of the project are the following:</p> <ul style="list-style-type: none"> <li>• Integrated sustainable public transport plan including social, economic, population, urban, environmental, transport, infrastructure, legal and institutional.</li> </ul>		

- Demand determination and development of potential alternatives for both short and long term solutions.
- Assessment of the Proposed Alternatives based on extensive multicriteria analysis taking into consideration the wider social welfare: economic, social & civil, transportation, environmental, safety and security, reliability, ridership, profitability etc
- Development of alternatives of the business case for the preferred alternative based on participation of private sector.
- Contract of operations for the preferred alternative including: the proposed duration for operation between the owner and operator, specifications of transport means and the necessary facilities for operation, Key Performance Indications (KPIs) and mechanism and Conditions of transfer from operation contract to the phase of short term alternatives and then to the phase of application for the comprehensive preferred alternative, and this will be applied as well in case of network expansion.

Ref no 6	Project title		Transportation Consultancy Services, Province of Gelderland					
Name of legal entity	Country	Overall contract value (EUR)	Proportion carried out by legal entity	No of staff provided	Name of client	Origin of funding	Dates (start/end)	Name of consortium members, if any
HaskoningDHV Nederland B.V.	The Netherlands	1,800,000	100%	12	Province of Gelderland	Province of Gelderland	01/2017-12/2019	NA
Detailed description of project						Type and scope of services provided		
<p>The province of Gelderland strives to carry out maintenance and solve bottlenecks for each specific provincial road at least once every nine years. <b>With the new environmental vision, the old provincial road safety plan and therefore the old road network principles are no more valid.</b> Through a new progressive approach, a reform of the way of working is introduced aiming at increasing <b>sustainability and</b> efficiency of the entire procedure and activities.</p> <p>Royal HaskoningDHV supports the province of Gelderland with developing a <b>new vision and strategy for road safety and sustainable mobility</b>. This is done by the formation of an assessment framework that provides a clear distinction between different road functions. Based on its function, a road should meet stricter requirements than other types of roads. The aim of the assessment framework is to ensure smooth flow on the provincial road network, while <b>reducing accidents and negative environmental impact</b>.</p> <p><b>Criterion 20.3.1 &amp; 2</b></p>						<p>The assessment framework is an indispensable part of the new vision which itself forms the starting point of the maintenance cycle. This vision, combining engineering and environmental aspects, is revisited in all steps of the process: from the preliminary investigation and the exploration of alternative measures up to implementation. The following activities are carried out as part of the whole process:</p> <ul style="list-style-type: none"> <li>• <b>Developing new vision and strategy for road safety and sustainable mobility</b></li> <li>• Assessment of current and future conditions</li> <li>• Stakeholders involvements</li> <li>• Developing measures and implementation plan</li> <li>• Developed measures includes: Traffic engineering, traffic management, Traffic safety measures and audits, Feasibility studies, Environmental Impact Assessments</li> <li>• Monitoring, evaluation and quality assurance</li> </ul>		

Ref no 7	Project title		Greener Transport Connectivity for Eastern Area Partnership Countries, Phase 1 & 2					
Name of legal entity	Country	Overall contract value (EUR)	Proportion carried out by legal entity (%)	No of staff provided	Name of client	Origin of funding	Dates (start/end)	Name of consortium members, if any
Royal HaskoningDHV)	Armenia, Azerbaijan, Belarus, Georgia, Moldova, Ukraine	403.288	80%	5	World Bank	World Bank	April 2018 - June 2020	CityLabs
Detailed description of project						Type and scope of services provided		
<p>Development of a strategy to improve inter-regional connectivity for freight and passengers between and within the countries of Belarus, Ukraine, Moldova, Georgia, Azerbaijan, Armenia and their major trading partners. Focused on the extension of the EU TEN-T network and Belt and Road Initiative. Included the development and appraisal of a strategy of measures to reduce transport GHG emissions by 25% by 2030 for these countries to attain their obligations set under the Paris Climate Change Agreement 2015. Activities included transport and emissions modelling, scoping and development of green measures and projects, appraisal, and the creation of an online visualisation tool to communicate model results to decision makers.</p> <p><b>Criterion 20.3.1 &amp; 2</b></p>						<p><i>Technical assistance and development of <b>strategic documents</b>:</i> Developed a €105 billion decarbonisation and international connectivity strategy for Eastern Europe and the South Caucasus (Armenia, Azerbaijan, Belarus, Georgia, Moldova, Ukraine). Analysis enabled the development of an environmentally aware regional transport strategy with known impacts presented to EaP Governments for inclusion in national plans.</p> <p><i>Outcomes:</i> The targeted interventions deliver a 50% reduction in GHG emissions from BAU by 2050 while supporting a doubling of transport activity, a BCR greater than 2.5, and integrates these countries into growing east-west trade.</p>		



Ref no 8	Project title		Kyiv Troyeshina Rapid Transit Study					
Name of legal entity	Country	Overall contract value (EUR)	Proportion carried out by legal entity (%)	No of staff provided	Name of client	Origin of funding	Dates (start/end)	Name of consortium members, if any
Royal HaskoningDHV	Ukraine	665, 000	62.5%	5	World Bank	World Bank	Aug 2019 – April 2021	EGIS David Lock Associates
Detailed description of project						Type and scope of services provided		
<p>A technical, financial and economic feasibility assessment of options for the TRT (Troyeshina Rapid Transit) project. The route provides an orbital route around the northeast of the city through Petrivka, Syrec, Solomianskyi, and the Troyeshina residential area (200,000 population).</p> <p>The project develops the VISUM model for the city to analyse alternative rapid transit modes and alignments to ensure connectivity, and deliverability. The project identified the potential for Transit Orientated Development to both internalise trips and to potentially part fund the project. The project was undertaken in a partnership arrangement with the World Bank Client and Kyiv City Government.</p> <p><b>Criterion 20.3.1</b></p>						<p><i>Technical assistance and development of <b>strategic and planning documents</b>:</i></p> <ul style="list-style-type: none"> <li>• A demand management strategy was developed to support environmental goals of lowering emissions and improving air quality.</li> <li>• Comprehensive plans for transit orientated development were prepared for financing the schemes and to form part of the revised City Master Plan.</li> </ul> <p><i>Technical/engineering services:</i> ITP led the feasibility study which analyzed different rapid transit modes and determining the preferred route and mode through multi criteria appraisal. Preliminary design was developed for the preferred alternative which was subjected to economic, financial, environmental and social impact analysis.</p>		

Ref no 9	Project title		Feasibility Study on the Development of Public and Tourist Transport Services on the Mtkvari River in Tbilisi					
Name of legal entity	Country	Overall contract value (EUR)	Proportion carried out by legal entity (%)	No of staff provided	Name of client	Origin of funding	Dates (start/end)	Name of consortium members, if any
Royal HaskoningDHV	Georgia	640,000 (RHDHV: 490k)	77	10	LEPL Tbilisi Development Fund	Public	01/2020-06/2021	Spectrum Consulting Ltd
Detailed description of project					Type and scope of services provided			
<p>The Government of Georgia (GoG) has engaged the services of Royal HaskoningDHV to conduct a feasibility study on the <b>development of public and tourist transport services on the Mtkvari River in Tbilisi</b>. Mtkvari River (Kura in Turkish) is one of the most important cultural values and tourist attractions of Georgia. Within the borders of Georgia: Khashura, Gori towns, Capital Tbilisi, Rustavi, Borjomi and Likani towns are located in the banks of Mtkvari River. The portion study is Ortachala and Zahesi section.</p> <p>The overarching objective of the assignment is to determine the feasibility of the Mtkvari River <b>for transport and tourism transport services as part of the urban transportation network</b>.</p> <p><b>Criterion 20.3.1</b></p>					<ul style="list-style-type: none"> <li>• Develop visions and public transport strategy plan</li> <li>• Asses current and future performance</li> <li>• Determined the ridership potential for tourist and commuter services on the Mtkvari River.</li> <li>• Identified routes, within Ortachala HPS - Zahesi HPS section, for navigation of passenger and touristic vessels.</li> <li>• Determined locations for arrangement of vessel quays/deployment points.</li> <li>• Determined the types of passenger and touristic vessels (considering their overall dimensions and other technical parameters), which will be able to safely navigate on the Mtkvari River in an environmentally sustainable manner.</li> <li>• Determined the associated infrastructure requirements (passenger access, piers and quays, boat launches, commercial kiosks and shops, catering facilities, public space, etc.) and provide a preliminary costing of such infrastructure.</li> <li>• Conducted an economic and financial analysis of the proposed services.</li> </ul> <p>The outcome and benefits: It is expected that unlocking the Mtkvari River's potential as a transport artery and a tourist hub will lead to:</p>			

- Enhanced economic development through tourism and improved mobility
- Reduced pollution, noise, and road safety problems.

Ref no 10	Project title		Cycling Network Ede-Wageningen for the municipality of Ede, the Netherlands					
Name of legal entity	Country	Overall contract value (EUR) <sup>[i]</sup>	Proportion carried out by legal entity (%) <sup>[ii]</sup>	No of staff provided	Name of client	Origin of funding	Dates (start/end) <sup>[iii]</sup>	Name of consortium members, if any
Royal HaskoningDHV	The Netherlands	350,000 budget spent the last years €286k	100%	4	Municipality of Ede	Public	2018 - ongoing	NA
Detailed description of project						Type and scope of services provided		
<p>The municipality of Ede is committed to improve <b>sustainability</b> in the city and its surroundings. Number of important projects are being implemented to create <b>safer, more efficient, more attractive and more users friendly transport network</b>.</p> <p>The most important project in this plan is upgrading the <b>cycling network</b> and implementing the so-called <b>cycling highway</b> between Ede-Wageningen to function as safer and more sustainable alternative than the current congested car highway corridor. The cycling highway aims to link the Wageningen university to the city center and intercity train station of Ede thereby improving the usage of sustainable modes of transport like cycling and public transportation.</p> <p>The cycling network is being redeveloped to increase the overall cycling quality. Integrated in the plan is a well-developed concept for motorized (individual) transport as alternatives need to be available as well as an adoption plan for the existing <b>public transport</b> lines on the corridor. To develop the cycling highway RHDHV coordinated the cooperation between the municipalities of Ede and Wageningen, the province of Gelderland, de Fietsersbond and the national government.</p>						<p>Main relevant carried out tasks: Project lead to develop a cycling highway towards Wageningen.</p> <ul style="list-style-type: none"> <li>• Traffic survey and monitoring</li> <li>• Network design for cycling, car and Public transport</li> <li>• Conceptual and innovative design for cycling route and adjacent roads</li> <li>• Cost estimates for construction and maintenance of the cycling highway</li> <li>• Management of public participation processes</li> <li>• Management of political decision makings processes</li> <li>• Consultation on innovative and sustainable building methods</li> </ul>		

RHDHV is assigned as the project and design lead by the municipality, responsible for **developing the urban mobility plans, public participation, develop and assess current and future conditions, develop alternatives, conceptual design, approvals, implementation and monitoring plans.**

RHDHV provided support as well to the Mayor and on the civil servant level by process and project management. For the conceptual design the function of the road network was evaluated as well as (conceptual) infrastructure solutions provided. After the consultation process the preferred infrastructure solution were further developed into a technical design.

The project is about 7km long and features 3 underpasses, an intersection with an intercity-rail station (and bike parking garages), overtaking lanes and crosses an historical town center. The design features extra green spaces in the city (due to removal of travel lanes), traffic calming and lighting along the whole route. After the implementation phase a communication, monitoring and evaluation strategy has been developed by RHDHV for the cities of Ede, Wageningen and the province of Gelderland.

**Criterion 20.3.1**

- Evaluation of traffic safety effects
- Use of online participation and reporting tools
- Implementation plan, tender document
- Monitoring and quality assurance plan

The most important outcome of this project is an **improved cycling and walking networks with fully political and local support.**

The construction budget of this project is around €20mln.

## 7 DECLARATIONS

As part of their application, each legal entity identified under point 1 of this application, including every consortium member, must submit a signed declaration using the attached format. The declaration may be in original or in copy. If copies are submitted, the originals must be sent to the contracting authority upon request.

Moreover, each legal entity identified under point 1 of this application, including every consortium member, and capacity-providing entities (if any) must submit a signed declaration on honour on exclusion and selection criteria (form A14 available at the following link: <http://ec.europa.eu/europeaid/prag/annexes.do?chapterTitleCode=A>).

## 8 STATEMENT

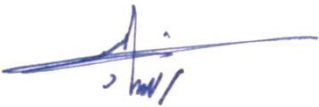
I, the undersigned, the authorised signatory of the above candidate (for a consortium, this includes all consortium members), hereby declare that we have examined the contract notice for the restricted tender procedure referred to above. If our application is short-listed, we fully intend to submit a tender to provide the services requested in the tender dossier.

We understand that our tender may be excluded if we propose key experts who have been involved in preparing this project or employ them as advisers in the preparation of our tender. We also understand that this may mean exclusion from other tender procedures and contracts funded by the EU/EDF.

We are fully aware that, for a consortium, the composition of the consortium cannot be changed in the course of the tender procedure, unless the contracting authority has given its prior approval in writing. We are also aware that the consortium members have joint and several liability towards the contracting authority concerning participation in the above tender procedure and any contract awarded to us as a result of it.

We understand that entities upon whose capacity we rely with regard to economic and financial criteria, become jointly and severally liable for the performance of the contract.

Signed on behalf of the candidate

<b>Name</b>	<b>Ziad Al Mahmoud</b>
<b>Signature</b>	
<b>Date</b>	<b>18 October 2021</b>

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<sup>1</sup> Only the proportion carried out by the legal entity may be used as reference.

<sup>2</sup> The effect of inflation will not be taken into account.

<sup>3</sup> If the reference contract is only partially completed, please quote the percentage and value which has been completed.

<sup>4</sup> Please also indicate the function of key experts provided, whether belonging or not to permanent staff, and the number of months each of them worked on the project.

<sup>[i]</sup> The effect of inflation will not be taken into account.

<sup>[ii]</sup> Only the proportion carried out by the legal entity may be used as reference.

<sup>[iii]</sup> If the reference contract is only partially completed, please quote the percentage and value which has been completed.

City Hall of Chisinau Municipality  
Republic of Moldova

**HASKONINGDHV NEDERLAND B.V.**

Postbus 1132  
3800 BC Amersfoort  
Netherlands

+31 88 348 20 00 **T**  
+31 33 463 36 52 **F**  
reception.ame-la@nl.rhdhv.com **E**  
royalhaskoningdhv.com **W**

Date:	12-10-2021	Contact name:	Ziad Al Mahmoud
Your reference:	2021/S 156-415051	Telephone:	+31615559896
Our reference:	BG8641MICO2110121625	Email:	ziad.al.mahmoud@rhdhv.com
Classification:	Confidential		

## **Develop the Sustainable Urban Mobility Plan for the municipality of Chisinau**

Dear Sir / Madam,

In response to your Request for Expressions of Interest **2021/S 156-415051**, we **HaskoningDHV Nederland B.V. (Royal HaskoningDHV)** confirm that we intend to submit a tender for the contract for the above if we are invited to do so.

We hereby declare that we:

- are making this application as member of the consortium led by **ourselves** for this contract. We confirm that we are not involved in any other application for the same contract, in any form (as a member, leader, in a consortium or as an individual candidate);
- agree to abide by the ethics clauses in Section 2.5.6. of the practical guide, have not been involved in the preparation of the project which is the subject of this tender procedure unless it is proved that the involvement in previous stages of the project does not constitute unfair competition, and have no professional conflicting interests and/or any relation with other candidates or other parties in the tender procedure or behaviour which may distort competition at the time of submission of this application according to Section 2.5.4. of the practical guide;
- have attached a current list of the enterprises in the same group or network as ourselves and have only included data in the application form concerning the resources and experience of our legal entity;
- will inform the contracting authority immediately if there is any change in the above circumstances at any stage during the implementation of the tasks;
- fully recognise and accept that if the above-mentioned persons participate in spite of being in any of the situations listed in Section 2.6.10.1.1. of the practical guide or if the declarations or information provided prove to be false they may be subject to rejection from this procedure and to administrative sanctions in the form of exclusion and financial penalties up to 10 % of the total estimated value of the contract being awarded and that this information may be published on the Commission website in accordance with the Financial Regulation in force;

- are aware that, for the purposes of safeguarding the EU's financial interests, our personal data may be transferred to internal audit services, to the European Court of Auditors, to the Financial Irregularities Panel or to the European Anti-Fraud Office.

We also undertake, if required, to provide evidence of our financial and economic standing and our technical and professional capacity according to the selection criteria for this call for tender specified in the Additional information about the contract notice document. The list of documents required is given in Section 2.6.11. of the practical guide.

The following table contains our financial data as included in the consortium's application form. These data are based on our annual closed accounts and our latest projections. Estimated figures (i.e., those not included in annual closed accounts) are given in the columns marked with \*\*. Figures in all columns are calculated on the same basis to allow a direct, year-on-year comparison to be made (or, if the basis has changed, an explanation of the change must be provided as a footnote to the table).

<b>Financial data</b>	<b>2018 EUR</b>	<b>2019 EUR</b>	<b>2020 EUR</b>	<b>Average EUR</b>	<b>Current year 2021 EUR**</b>
Annual turnover, excluding this contract	598486000	649703000	593893000	614027333	620000000
Current Assets	246522000	268414000	275675000	263537000	283479000
Current Liabilities	123355000	128792000	128684000	126943667	137856000
[Current ratio (current assets/current liabilities)]	2.00	2.08	2.14	2.08	2.06

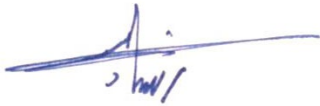
The following table contains statistics on our staff, as included in the consortium's application form:

<b>Average manpower</b>	<b>Year before past year 2019</b>		<b>Past year 2020</b>		<b>Current year 2021</b>		<b>Period average</b>	
	Overall	Relevant fields	Overall	Relevant fields	Overall	Relevant fields	Overall	Relevant fields
Permanent staff	5358	1106	5100	1087	5182	1114	5213	1102



Other staff	607	132	559	108	477	81	548	107
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Yours faithfully,



**Ziad Al Mahmoud**

Director International, Transport and Environment  
Royal HaskoningDHV



## Declaration on honour on exclusion criteria and selection criteria

The undersigned Mr. Ziad Al Mahmoud, representing:

Full official name: HaskoningDHV Nederland B.V.  
 Official legal form: Private Limited Liability Company  
 Statutory registration number: 56515154  
 Full official address: Laan 1914 no. 35, 3818 EX Amersfoort, The Netherlands  
 VAT registration number: NL8521.64.087.B01

The person is not required to submit the declaration on exclusion criteria if the same declaration has already been submitted for the purposes of another award procedure of the same contracting authority<sup>1</sup>, provided the situation has not changed, and that the time that has elapsed since the issuing date of the declaration does not exceed one year.

In this case, the signatory declares that the person has already provided the same declaration on exclusion criteria for a previous procedure and confirms that there has been no change in its situation:

Date of the declaration	Full reference to previous procedure

### I – SITUATION OF EXCLUSION CONCERNING THE PERSON

(1) declares that the above-mentioned person is in one of the following situations: FOR GRANTS: <u>[If yes, please indicate in annex to this declaration which situation and the name(s) of the concerned person with a brief explanation.]</u>	YES	NO
(a) it is bankrupt, subject to insolvency or winding up procedures, its assets are being administered by a liquidator or by a court, it is in an arrangement with creditors, its business activities are suspended or it is in any analogous situation arising from a similar procedure provided for under EU or national legislation or regulations;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) it has been established by a final judgement or a final administrative decision that the person is in breach of its obligations relating to the payment of taxes or social security contributions in accordance with the applicable law;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) it has been established by a final judgement or a final administrative decision that the person is guilty of grave professional misconduct by having violated applicable laws or regulations or ethical standards of the profession to which the person belongs, or by having engaged in any wrongful conduct which has an impact on its professional credibility where such conduct denotes wrongful intent or gross negligence, including, in particular, any of the following:		
(i) fraudulently or negligently misrepresenting information required for the verification of the absence of grounds for exclusion or the fulfilment of selection criteria or in the performance of a contract or an agreement;	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>1</sup> The same institution or agency.

(ii) entering into agreement with other persons with the aim of distorting competition;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) violating intellectual property rights;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) attempting to influence the decision-making process of the contracting authority during the award procedure;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(v) attempting to obtain confidential information that may confer upon it undue advantages in the award procedure;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) it has been established by a final judgement that the person is guilty of the following:		
(i) fraud, within the meaning of Article 3 of Directive (EU) 2017/1371 and Article 1 of the Convention on the protection of the European Communities' financial interests, drawn up by the Council Act of 26 July 1995;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) corruption, as defined in Article 4(2) of Directive (EU) 2017/1371 and Article 3 of the Convention on the fight against corruption involving officials of the European Communities or officials of Member States of the European Union, drawn up by the Council Act of 26 May 1997, and conduct referred to in Article 2(1) of Council Framework Decision 2003/568/JHA, as well as corruption as defined in the applicable law.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) conduct related to a criminal organisation, referred to in Article 2 of Council Framework Decision 2008/841/JHA;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) money laundering or terrorist financing within the meaning of Article 1(3), (4) and (5) of Directive (EU) 2015/849 of the European Parliament and of the Council;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(v) terrorist-related offences or offences linked to terrorist activities, as defined in Articles 1 and 3 of Council Framework Decision 2002/475/JHA, respectively, or inciting, aiding, abetting or attempting to commit such offences, as referred to in Article 4 of that Decision;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(vi) child labour or other offences concerning trafficking in human beings as referred to in Article 2 of Directive 2011/36/EU of the European Parliament and of the Council;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) it has shown significant deficiencies in complying with the main obligations in the performance of a contract or an agreement financed by the Union's budget, which has led to its early termination or to the application of liquidated damages or other contractual penalties, or which has been discovered following checks, audits or investigations by an contracting authority, OLAF or the Court of Auditors;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) it has been established by a final judgment or final administrative decision that the person has committed an irregularity within the meaning of Article 1(2) of Council Regulation (EC, Euratom) No 2988/95;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) it has been established by a final judgment or final administrative decision that the person or entity has created an entity under a different jurisdiction with the intent to circumvent fiscal, social or any other legal obligations of mandatory application in the jurisdiction of its registered office, central administration or principal place of business	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) it has been established by a final judgment or final administrative decision that an entity has been created with the intent provided for in point (g).	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>(i) for the situations under points (c) to (h) the person is subject to:</p> <ul style="list-style-type: none"> <li>i.facts established in the context of audits or investigations carried out by the European Public Prosecutor’s Office after its establishment, the Court of Auditors, the European Anti-Fraud Office or the internal auditor, or any other check, audit or control performed under the responsibility of an authorising officer of an EU institution, of a European office or of an EU agency or body;</li> <li>ii.non final judgments or non-final administrative decisions which may include disciplinary measures taken by the competent supervisory body responsible for the verification of the application of standards of professional ethics;</li> <li>iii.facts referred to in decisions of entities and persons being entrusted with EU budget implementation tasks;</li> <li>iv.information transmitted by Member States implementing Union Funds;</li> <li>v.decisions of the Commission relating to the infringement of Union competition law or of a national competent authority relating to the infringement of Union or national competition law; or</li> <li>vi.decisions of exclusion by an authorising officer of an EU institution, of a European office or of an EU agency or body.</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**II – SITUATIONS OF EXCLUSION CONCERNING NATURAL OR LEGAL PERSONS WITH POWER OF REPRESENTATION, DECISION-MAKING OR CONTROL OVER THE LEGAL PERSON AND BENEFICIAL OWNERS.**

**Not applicable to natural persons, Member States and local authorities**

(2) declares that a natural or legal person who is a member of the administrative, management or supervisory body of the above-mentioned legal person, or who has powers of representation, decision or control with regard to the above-mentioned legal person (this covers e.g. company directors, members of management or supervisory bodies, and cases where one natural or legal person holds a majority of shares) or a beneficial owner of the person (as referred to in point 6 of article 3 of Directive (EU) N°2015/849) is in one of the following situations:  <b><u>[FOR GRANTS: <i>If yes, please indicate in annex to this declaration which situation and the name(s) of the concerned person(s) with a brief explanation.</i>]</u></b>	YES	NO	N/A
Situation (c) above (grave professional misconduct)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Situation (d) above (fraud, corruption or other criminal offence)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Situation (e) above (significant deficiencies in performance of a contract )	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Situation (f) above (irregularity)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Situation (g) above (creation of an entity with the intent to circumvent legal obligations)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Situation (h) above (person created with the intent to circumvent legal obligations)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**III – SITUATIONS OF EXCLUSION CONCERNING NATURAL OR LEGAL PERSONS ASSUMING UNLIMITED LIABILITY FOR THE DEBTS OF THE [LEGAL] PERSON**

[FOR GRANTS: **This section applies only to declarations that include a person for which a natural or legal person assumes unlimited liability for debts**]

(3) declares that a natural or legal person that assumes unlimited liability for the debts of the above-mentioned legal person is in one of the following situations [ <b><u>If yes, please indicate in annex to this declaration which situation and the name(s) of the concerned person(s) with a brief explanation</u></b> ]:	YES	NO	N/A
Situation (a) above (bankruptcy)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Situation (b) above (breach in payment of taxes or social security contributions)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**IV – GROUNDS FOR REJECTION FROM THIS PROCEDURE**

(4) declares that the [above-mentioned] [[the] [each] ] person:	YES	NO	N/A
Was previously involved in the preparation of the procurement documents used in this award procedure, where this entailed a breach of the principle of equality of treatment including distortion of competition that cannot be remedied otherwise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**[V] [VI] – REMEDIAL MEASURES**

If the person declares one of the situations of exclusion listed above, it must indicate measures it has taken to remedy the exclusion situation, thus demonstrating its reliability. This may include e.g. technical, organisational and personnel measures to prevent further occurrence, compensation of damage or payment of fines or of any taxes or social security contributions. The relevant documentary evidence which illustrates the remedial measures taken must be provided in annex to this declaration. This does not apply for situations referred in point (d) of this declaration.

**[VI] [VII] – EVIDENCE UPON REQUEST**

Upon request and within the time limit set by the contracting authority, the person must provide information on the natural or legal persons that are members of the administrative, management or supervisory body or that have powers of representation, decision or control, including legal and natural persons within the ownership and control structure and beneficial owners. It must also provide the following evidence concerning the person itself and the natural or legal persons on whose capacity the person intends to rely, or the subcontractor, and concerning the natural or legal persons which assume unlimited liability for the debts of the person:

For situations described in (a), (c), (d) (f), (g) and (h) production of a recent extract from the judicial record is required or, failing that, an equivalent document recently issued by a judicial or administrative authority in the country of establishment of the person showing that those requirements are satisfied.

For the situation described in point ( b), production of recent certificates issued by the competent authorities of the State concerned are required. These documents must provide evidence covering all taxes and social security contributions for which the person is liable, including for example, VAT, income tax (natural persons only), company tax (legal persons only) and social security contributions. Where any document described above is not issued in the country concerned, it may be replaced by a sworn statement made before a judicial authority or notary or, failing that, a solemn statement made before an administrative authority or a qualified professional body in its country of establishment.

The person is not required to submit the evidence if it has already been submitted for another award procedure of the same contracting authority<sup>2</sup>. The documents must have been issued no more than one year before the date of their request by the contracting authority and must still be valid at that date.

The signatory declares that the person has already provided the documentary evidence for a previous procedure and confirms that there has been no change in its situation:

Document	Full reference to previous procedure

#### [VII] [VIII] – SELECTION CRITERIA

[(8)] [(9)] declares that the above-mentioned person complies with the selection criteria applicable to it individually as provided in the tender documents:	YES	NO	N/A
(a) It has the legal and regulatory capacity to pursue the professional activity needed for performing the contract as required in section 20.1 of the contract notice/Instructions to tenderers/Guidelines for grant applicants;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) It fulfills the applicable economic and financial criteria indicated in section 20.2 of the contract notice/Instructions to tenderers/Guidelines for grant applicants;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) It fulfills the applicable technical and professional criteria indicated in section 20 of the contract notice/Instructions to tenderers/Guidelines for grant applicants.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

[(9)] [(10)] the above-mentioned person is the <b>sole tenderer</b> or the <b>leader in case of a consortium</b> , declares that:	YES	NO	N/A
(d) the tenderer, including all members of the group in case of consortium and including subcontractors if applicable, complies with all the selection criteria for which a consolidated assessment will be made as provided in the tender documents.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<sup>2</sup> The same institution or agency.

**[VIII] [IX] – EVIDENCE FOR SELECTION**

The signatory declares that the above-mentioned person is able to provide the necessary supporting documents listed in the relevant sections of the tender documents and which are not available electronically upon request and without delay.

The person is not required to submit the evidence if it has already been submitted for another procurement procedure of the same contracting authority<sup>3</sup>. The documents must have been issued no more than one year before the date of their request by the contracting authority and must still be valid at that date.

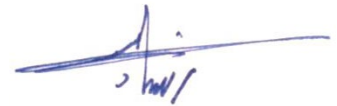
The signatory declares that the person has already provided the documentary evidence for a previous procedure and confirms that there has been no change in its situation:

Document	Full reference to previous procedure

*The above-mentioned person may be subject to rejection from this procedure and to administrative sanctions (exclusion or financial penalty) if any of the declarations or information provided as a condition for participating in this procedure prove to be false.]*

Ziad Al Mahmoud

12-10-2021



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<sup>3</sup> The same institution or agency.



City Hall of Chisinau Municipality  
Republic of Moldova

2021-10-14 Nr. 21-122  
Vilnius

Reference: 2021/S 156-415051

## DEVELOP THE SUSTAINABLE URBAN MOBILITY PLAN FOR THE MUNICIPALITY OF CHISINAU

Dear Sir / Madam,

In response to your Request for Expressions of Interest **2021/S 156-415051**, we **JSC “Gaučė ir Ko”** confirm that we intend to submit a tender for the contract for the above if we are invited to do so.

We hereby declare that we:

- are making this application **as member of the consortium led by Royal HaskoningDHV** for this contract. We confirm that we are not involved in any other application for the same contract, in any form (as a member, leader, in a consortium or as an individual candidate);
- agree to abide by the ethics clauses in Section 2.5.6. of the practical guide, have not been involved in the preparation of the project which is the subject of this tender procedure unless it is proved that the involvement in previous stages of the project does not constitute unfair competition, and have no professional conflicting interests and/or any relation with other candidates or other parties in the tender procedure or behaviour which may distort competition at the time of submission of this application according to Section 2.5.4. of the practical guide;
- have attached a current list of the enterprises in the same group or network as ourselves and have only included data in the application form concerning the resources and experience of our legal entity;
- will inform the contracting authority immediately if there is any change in the above circumstances at any stage during the implementation of the tasks;
- fully recognise and accept that if the above-mentioned persons participate in spite of being in any of the situations listed in Section 2.6.10.1.1. of the practical guide or if the declarations or information provided prove to be false they may be subject to rejection from this procedure and to administrative sanctions in the form of exclusion and financial penalties up to 10 % of the total estimated value of the contract being awarded and that this information may be published on the Commission website in accordance with the Financial Regulation in force;
- are aware that, for the purposes of safeguarding the EU’s financial interests, our personal data may be transferred to internal audit services, to the European Court of Auditors, to the Financial Irregularities Panel or to the European Anti-Fraud Office.

JSC “Gaučė ir Ko”  
A. Goštauto 8-32,  
Vilnius, Lithuania  
E-mail: [info@gauce.lt](mailto:info@gauce.lt)



Registration code 304688860  
VAT number LT100011197618  
Bank Account Number (IBAN)  
LT37 4010 0510 0407 1305



We also undertake, if required, to provide evidence of our financial and economic standing and our technical and professional capacity according to the selection criteria for this call for tender specified in the contract notice, point 21. The list of documents required is given in Section 2.6.11. of the practical guide.

The following table contains our financial data as included in the consortium's application form. These data are based on our annual closed accounts and our latest projections. Estimated figures (i.e., those not included in annual closed accounts) are given in the columns marked with \*\*. Figures in all columns are calculated on the same basis to allow a direct, year-on-year comparison to be made (or, if the basis has changed, an explanation of the change must be provided as a footnote to the table).

Financial data	2018 EUR	2019 EUR	2020 EUR	Average EUR	Current year 2021 EUR**
Annual turnover excluding this contract	39 193	128 666	101 517	89 792	148 710
Current assets	8 120	52 309	37 360	33 720	144 472
Current liabilities	4 889	22 071	13 854	13 604.66	30 747
Current ratio (current assets/current liabilities)	1.7	2.3	2.7	2.5	4.7

The following table contains statistics on our staff, as included in the consortium's application form:

Average manpower	Year before past year		Past year		Current year		Period average	
	Overall	Relevant fields	Overall	Relevant fields	Overall	Relevant fields	Overall	Relevant fields
Permanent staff	4	4	5	4	5	4	5	4
Other staff	-	-	-	-	-	1	-	0.33

Yours faithfully,

**dr. Kristina Gaučė**  
Director,  
JSC „Gaučė ir Ko“



## Declaration on honour on exclusion criteria and selection criteria

The undersigned dr Kristina Gaučė, representing:

<i>(only for natural persons)</i> himself or herself	<i>(only for legal persons)</i> the following legal person:
ID or passport number:  (‘the person’)	Full official name: JSC “Gaučė ir Ko” Official legal form: Joint-stock company Statutory registration number: 304688860 Full official address: A. Goštauto str. 8-32, LT-01108 Vilnius, Lithuania VAT registration number: LT100011197618  (‘the person’)

The person is not required to submit the declaration on exclusion criteria if the same declaration has already been submitted for the purposes of another award procedure of the same contracting authority<sup>1</sup>, provided the situation has not changed, and that the time that has elapsed since the issuing date of the declaration does not exceed one year.

In this case, the signatory declares that the person has already provided the same declaration on exclusion criteria for a previous procedure and confirms that there has been no change in its situation:

Date of the declaration	Full reference to previous procedure
-	-

### I – SITUATION OF EXCLUSION CONCERNING THE PERSON

(1) declares that the above-mentioned person is in one of the following situations: FOR GRANTS: <u>[If yes, please indicate in annex to this declaration which situation and the name(s) of the concerned person with a brief explanation.]</u>	YES	NO
(a) it is bankrupt, subject to insolvency or winding up procedures, its assets are being administered by a liquidator or by a court, it is in an arrangement with creditors, its business activities are suspended or it is in any analogous situation arising from a similar procedure provided for under EU or national legislation or regulations;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) it has been established by a final judgement or a final administrative decision that the person is in breach of its obligations relating to the payment of taxes or social security contributions in accordance with the applicable law;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) it has been established by a final judgement or a final administrative decision that the person is guilty of grave professional misconduct by having violated applicable laws or regulations or ethical standards of the profession to which the person belongs, or by having engaged in any wrongful conduct which has an impact on its professional credibility where such conduct denotes wrongful intent or gross negligence, including, in particular, any of the following:		

<sup>1</sup> The same institution or agency.

(i) fraudulently or negligently misrepresenting information required for the verification of the absence of grounds for exclusion or the fulfilment of selection criteria or in the performance of a contract or an agreement;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) entering into agreement with other persons with the aim of distorting competition;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) violating intellectual property rights;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) attempting to influence the decision-making process of the contracting authority during the award procedure;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(v) attempting to obtain confidential information that may confer upon it undue advantages in the award procedure;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) it has been established by a final judgement that the person is guilty of the following:		
(i) fraud, within the meaning of Article 3 of Directive (EU) 2017/1371 and Article 1 of the Convention on the protection of the European Communities' financial interests, drawn up by the Council Act of 26 July 1995;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) corruption, as defined in Article 4(2) of Directive (EU) 2017/1371 and Article 3 of the Convention on the fight against corruption involving officials of the European Communities or officials of Member States of the European Union, drawn up by the Council Act of 26 May 1997, and conduct referred to in Article 2(1) of Council Framework Decision 2003/568/JHA, as well as corruption as defined in the applicable law.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) conduct related to a criminal organisation, referred to in Article 2 of Council Framework Decision 2008/841/JHA;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) money laundering or terrorist financing within the meaning of Article 1(3), (4) and (5) of Directive (EU) 2015/849 of the European Parliament and of the Council;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(v) terrorist-related offences or offences linked to terrorist activities, as defined in Articles 1 and 3 of Council Framework Decision 2002/475/JHA, respectively, or inciting, aiding, abetting or attempting to commit such offences, as referred to in Article 4 of that Decision;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(vi) child labour or other offences concerning trafficking in human beings as referred to in Article 2 of Directive 2011/36/EU of the European Parliament and of the Council;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) it has shown significant deficiencies in complying with the main obligations in the performance of a contract or an agreement financed by the Union's budget, which has led to its early termination or to the application of liquidated damages or other contractual penalties, or which has been discovered following checks, audits or investigations by an contracting authority, OLAF or the Court of Auditors;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) it has been established by a final judgment or final administrative decision that the person has committed an irregularity within the meaning of Article 1(2) of Council Regulation (EC, Euratom) No 2988/95;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) it has been established by a final judgment or final administrative decision that the person or entity has created an entity under a different jurisdiction with the intent to circumvent fiscal, social or any other legal obligations of mandatory	<input type="checkbox"/>	<input checked="" type="checkbox"/>

application in the jurisdiction of its registered office, central administration or principal place of business		
(h) it has been established by a final judgment or final administrative decision that an entity has been created with the intent provided for in point (g).	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) for the situations under points (c) to (h) the person is subject to: i.facts established in the context of audits or investigations carried out by the European Public Prosecutor’s Office after its establishment, the Court of Auditors, the European Anti-Fraud Office or the internal auditor, or any other check, audit or control performed under the responsibility of an authorising officer of an EU institution, of a European office or of an EU agency or body; ii.non final judgments or non-final administrative decisions which may include disciplinary measures taken by the competent supervisory body responsible for the verification of the application of standards of professional ethics; iii.facts referred to in decisions of entities and persons being entrusted with EU budget implementation tasks; iv.information transmitted by Member States implementing Union Funds; v.decisions of the Commission relating to the infringement of Union competition law or of a national competent authority relating to the infringement of Union or national competition law; or vi.decisions of exclusion by an authorising officer of an EU institution, of a European office or of an EU agency or body.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**II – SITUATIONS OF EXCLUSION CONCERNING NATURAL OR LEGAL PERSONS WITH POWER OF REPRESENTATION, DECISION-MAKING OR CONTROL OVER THE LEGAL PERSON AND BENEFICIAL OWNERS.**

**Not applicable to natural persons, Member States and local authorities**

(2) declares that a natural or legal person who is a member of the administrative, management or supervisory body of the above-mentioned legal person, or who has powers of representation, decision or control with regard to the above-mentioned legal person (this covers e.g. company directors, members of management or supervisory bodies, and cases where one natural or legal person holds a majority of shares) or a beneficial owner of the person (as referred to in point 6 of article 3 of Directive (EU) N°2015/849) is in one of the following situations: [FOR GRANTS: <b><u>If yes, please indicate in annex to this declaration which situation and the name(s) of the concerned person(s) with a brief explanation.</u></b> ]	YES	NO	N/A
Situation (c) above (grave professional misconduct)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Situation (d) above (fraud, corruption or other criminal offence)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Situation (e) above (significant deficiencies in performance of a contract )	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Situation (f) above (irregularity)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Situation (g) above (creation of an entity with the intent to circumvent legal obligations)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Situation (h) above (person created with the intent to circumvent legal obligations)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**III – SITUATIONS OF EXCLUSION CONCERNING NATURAL OR LEGAL PERSONS ASSUMING UNLIMITED LIABILITY FOR THE DEBTS OF THE [LEGAL] PERSON**

[FOR GRANTS: **This section applies only to declarations that include a person for which a natural or legal person assumes unlimited liability for debts**]

(3) declares that a natural or legal person that assumes unlimited liability for the debts of the above-mentioned legal person is in one of the following situations <b><u>[If yes, please indicate in annex to this declaration which situation and the name(s) of the concerned person(s) with a brief explanation]:</u></b>	YES	NO	N/A
Situation (a) above (bankruptcy)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Situation (b) above (breach in payment of taxes or social security contributions)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**IV – GROUNDS FOR REJECTION FROM THIS PROCEDURE**

(4) declares that the [above-mentioned] [[the] [each] ] person:	YES	NO	N/A
Was previously involved in the preparation of the procurement documents used in this award procedure, where this entailed a breach of the principle of equality of treatment including distortion of competition that cannot be remedied otherwise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**[V] [VI] – REMEDIAL MEASURES**

If the person declares one of the situations of exclusion listed above, it must indicate measures it has taken to remedy the exclusion situation, thus demonstrating its reliability. This may include e.g. technical, organisational and personnel measures to prevent further occurrence, compensation of damage or payment of fines or of any taxes or social security contributions. The relevant documentary evidence which illustrates the remedial measures taken must be provided in annex to this declaration. This does not apply for situations referred in point (d) of this declaration.

**[VI] [VII] – EVIDENCE UPON REQUEST**

Upon request and within the time limit set by the contracting authority, the person must provide information on the natural or legal persons that are members of the administrative, management or supervisory body or that have powers of representation, decision or control, including legal

and natural persons within the ownership and control structure and beneficial owners. It must also provide the following evidence concerning the person itself and the natural or legal persons on whose capacity the person intends to rely, or the subcontractor, and concerning the natural or legal persons which assume unlimited liability for the debts of the person:

For situations described in (a), (c), (d) (f), (g) and (h) production of a recent extract from the judicial record is required or, failing that, an equivalent document recently issued by a judicial or administrative authority in the country of establishment of the person showing that those requirements are satisfied.

For the situation described in point ( b), production of recent certificates issued by the competent authorities of the State concerned are required. These documents must provide evidence covering all taxes and social security contributions for which the person is liable, including for example, VAT, income tax (natural persons only), company tax (legal persons only) and social security contributions. Where any document described above is not issued in the country concerned, it may be replaced by a sworn statement made before a judicial authority or notary or, failing that, a solemn statement made before an administrative authority or a qualified professional body in its country of establishment.

The person is not required to submit the evidence if it has already been submitted for another award procedure of the same contracting authority<sup>2</sup>. The documents must have been issued no more than one year before the date of their request by the contracting authority and must still be valid at that date.

The signatory declares that the person has already provided the documentary evidence for a previous procedure and confirms that there has been no change in its situation:

Document	Full reference to previous procedure
-	-

**[VII] [VIII] – SELECTION CRITERIA**

[(8)] [(9)] declares that the above-mentioned person complies with the selection criteria applicable to it individually as provided in the tender documents:	YES	NO	N/A
(a) It fulfills the applicable economic and financial criteria indicated in section 20.1 of the contract notice/Instructions to tenderers/Guidelines for grant applicants;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) (c)It fulfills the applicable professional criteria indicated in section 20.2 of the contract notice/Instructions to tenderers/Guidelines for grant applicants.;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) It fulfills the applicable technical criteria indicated in section 20 of the contract notice/Instructions to tenderers/Guidelines for grant applicants.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

[(9)] [(10)] the above-mentioned person is the <b>sole tenderer</b> or the <b>leader in case of a consortium</b> , declares that:	YES	NO	N/A
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<sup>2</sup> The same institution or agency.

(d) the tenderer, including all members of the group in case of consortium and including subcontractors if applicable, complies with all the selection criteria for which a consolidated assessment will be made as provided in the tender documents.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**[VIII] [IX] – EVIDENCE FOR SELECTION**

The signatory declares that the above-mentioned person is able to provide the necessary supporting documents listed in the relevant sections of the tender documents and which are not available electronically upon request and without delay.

The person is not required to submit the evidence if it has already been submitted for another procurement procedure of the same contracting authority<sup>3</sup>. The documents must have been issued no more than one year before the date of their request by the contracting authority and must still be valid at that date.

The signatory declares that the person has already provided the documentary evidence for a previous procedure and confirms that there has been no change in its situation:

Document	Full reference to previous procedure
-	-

***The above-mentioned person may be subject to rejection from this procedure and to administrative sanctions (exclusion or financial penalty) if any of the declarations or information provided as a condition for participating in this procedure prove to be false.]***

Dr. Kristina Gaučė

2021-10-11



<sup>3</sup> The same institution or agency.